

## DEATH DUE TO FAULTY TIRE.

MEUSEL, DRIVER FOR GEORGE ARENTS, THE ONE VICTIM.

His Hurt—Seriously but Not Fatally—Hurt—Wheel Gave Way and Automobile Tumbled—Wallace Run Over—His Machine—Minor Mishaps Were Many.

The one fatal accident in the 300 mile race for the Vanderbilt cup on Long Island yesterday resulted in the death of Carl Meusel, a chauffeur, and the serious injury of George Arents, Jr., a rich New Yorker, who was driving his 80 horse-power Mercedes in which Meusel was acting as mechanic.

A tire broke just after the big machine had rounded a curve, and the automobile, running on a wooden rim, which soon gave way, upset, throwing out its owner and partly crushing the mechanic.

The accident, according to experts, was probably the result of a small smash-up that happened when Arents's car reached the edge of the Hemstead control on the first round. At this point machines were obliged to come to a full stop, after which they were allowed to proceed through Hemstead at a slow speed.

Arents came along the road toward the line at a furious rate and when he applied his brake to stop at the line the back wheels of the machine locked and the big auto skidded. Arents, realizing that his brake was not working properly, held up his hand as a warning to the crowd at the line and in so doing lost complete control of his machine.

He swerved over the line and to one side of the road, where it came to a stop against a tree. The impact was not enough to damage the machinery but the driver was obliged to back up to the line before his time could be taken.

VICTIM'S FIRST MISHAP.  
Meusel jumped to the ground and ran behind the machine to see if any damage had been done. He found that a rear tire was smashed. Arents, in his hurry to get back to the line, reversed his engine without giving his mechanic warning and the latter was knocked down. Bystanders thought that Meusel's leg had been run over, but he said that it had not, limped to the machine and took his place again.

So far as is known the broken tire was not repaired, for when the machine appeared at Hemstead on its second round it was noticed that the tire was flat. From Hemstead the route led to Queens, and it was about two miles east of the latter place that the second and fatal mishap to the machine occurred.

There is a curve at that point sufficiently abrupt to cause the auto drivers to slow down. Arents rounded this curve at a high rate of speed and was beginning to gain speed again when the tire came off from his left rear wheel and rolled along the road like a child's hoop.

The automobile swerved sharply to the left, almost to the trolley tracks which adjoin the road. Arents apparently threw his steering wheel over, and the machine swerved again, this time toward the middle of the road and across it. Again Arents tried to get the auto headed straight, but it began to zig-zag toward the trolley tracks again.

WHEEL GAVE WAY AND AUTO TURNS OVER.  
Then the rim of the wheel gave way. There was a crash, throwing the mechanic, Meusel, with it.

There were few watchers at the place where the accident happened, but those who were there were quick to act. Arents was picked up unconscious and laid out under a tree and then the rescuers turned their attention to Meusel. He was partly under the car with his coat tangled in its mechanism. He, too, was unconscious, and his head was terribly twisted and, while his left arm was almost severed from his head.

Following the car was a Pope Toledo which Albert C. Webb was driving. Those who were taking care of the injured men ran to the side of the road and their signals caused the oncoming racer to slow up enough to see that there had been an accident and to understand that an ambulance was wanted.

In two minutes Webb was slowing up at Queens and there he yelled to the police that there had been an accident. An ambulance from St. Mary's Hospital in Long Island City was stationed there and in a few minutes it had carried a surgeon to the injured man.

DRIVER UNCONSCIOUS UNTIL DEATH.  
It was found that Meusel had a compound fracture of the skull, a broken rib, severe lacerations of the head and internal injuries. He never regained consciousness and died an hour and a half later in the Nassau Hospital at Mineola, where he and his employer were taken.

It was found that Arents was badly hurt, but that he had a scalp wound over his right eye. He was partially conscious when he was put into the ambulance. At the hospital, after a most thorough examination had been made, it was said that he might possibly have a slight fracture of the skull, but that there was little doubt of his recovery.

Arents's wife was in the grand stand near Westbury, and soon news of the accident was telegraphed there. William K. Vanderbilt, Jr., the donor of the cup, hurried to the scene and put his car out. Mrs. Arents went to her husband's side, but that he was in no danger. Mrs. Arents went immediately to the hospital, where she was joined later by Arents's father, who came down from the Waldorf-Astoria, where he was staying.

Young Arents's father is a director of the American Tobacco Company and he is also a director of the American Cigar Company, president of the Banner Cigarette Company and treasurer of the International Cigar Machinery Company. He has been living at the Waldorf.

Meusel, the dead chauffeur, lived at 1537 First avenue. He was 34 years old and came to this country in 1900 in connection with an electric fire-engine, an automobile innovation that didn't make a success. He drifted into automobile racing and has been a participant in many contests in the last two years.

A. C. WEBB'S NARROW ESCAPE.  
Albert C. Webb, who brought the news of the accident to Queens, had an escape from injury later in the day that was little short of miraculous. He was driving a Pope-Toledo 80 horse-power car, and after making five circuits of the course was third in the race and was rapidly gaining. A punctured tire put him out of the race for five minutes at Hemstead and at Queens he had to remain for nearly two hours waiting for a new tire to be sent from Garden City.

When the tire was finally adjusted Webb made a speedy circuit of the course and had passed Queens again when a knuckle of the steering gear broke and the machine, which was going fully sixty miles an hour, got out of control and swerved to one side of the road into a ditch.

Webb jumped on his brake and had skidded the machine a space to about forty miles an hour. Then the automobile ran head on into a tree and Webb and his mechanic, Chris Anderson, went flying into the air.

Both were rigged up in leather suits and padded leather skull caps, and they landed in the grass hardly bruised at all. The machine was put out of business for good.

MISHAP TO THOMAS'S MACHINE.  
Spectators in Rocky Hill road in Queens gazed at the narrow escape of E. E. Hawley, who drove E. R. Thomas's Mercedes

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machine. On the first time around Hawley, in making a quick turn around a curve, swerved off the road. The automobile ran up on the bank beside the road and missed hitting a big tree by about ten inches. The speed at which the car had been driven made it impossible for the driver to stop. By a quick twist of the steering wheel he ran off of the track of the road and was soon straightened out again. It was all over in a flash, but it gave every one who saw it a scare.

Before the race had well begun it was announced that Tracey, the third starter, had broken an engine post in the 40-horse Royal Tourist he was driving for A. J. Duerr, and was out of the race at Queens. He had completed little more than half of his first lap. Then came word that William Wallace, who started last, driving his own machine, a 90-horse P. L. T., was about ten miles from the start. The crowd, intent on getting the time of the machines completing their first round, had no ears for news of the latter ones.

RAN OVER HIS OWN MACHINIST.

The announcer said nothing of an accident, and few took note of it. He was out of the race, but out at the Jericho turn Wallace, by a queer accident, had run over his machinist. It was only by the merest luck that a fatality was avoided in the first hour of the contest.

Wallace, nearing the obtuse angle of the turn at Jericho, slowed down to a pace as slow as that of the most cautious of men who had started before him. The crowd in front of the little post office had seen all but him pass the turn that had been looked upon as one of the worst on the course, and No. 19 was taking it smoothly and evenly, but for an irregularity in the race of vehicles.

As Wallace rounded into the straightaway for Hicksville there were half a dozen loud reports and the driver shut everything off. The machine slipped and he, the young post office and Wallace and his machinist were out and pottering under the car in a jiffy.

The repairs were only the matter of a moment, and as Wallace swung into his seat, some one shouted "All right, go!" But the machinist only had one foot on the step and Wallace, with his goggles, could not see him. The car leaped ahead as the driver, fuming over lost time, slammed on the lever. The jerk pitched Tony Antony, the machinist, backward, and the wheel passed over his leg.

NEW MAN IN HIS PLACE.  
Quick as lightning another P. L. T. machinist, who had been standing by during the repairs, jumped into the fallen man's seat. It looked to the crowd as if Wallace didn't know that his machinist had fallen and that the man at his side in the now flying machine was not Antony. He disappeared down the road toward Hicksville and Antony, who lay dazed in the road, was dragged out of the way and carried into the repair tent. He was stripped and the doctor found that he had escaped with contusions of the leg.

Wallace seemed to be untroubled when he learned that he had run over Antony. Approaching the Hicksville control he was walking backward, but his machine out of the race at Hicksville.

CROKER'S CAR IN TROUBLE, TOO.  
Frank Croker, driving his own machine, was the conspicuous figure in the second lap. In a pretty race down the stretch toward the grandstand he passed Clement and then the time ran out. The car was placed a second apart. Croker's car, perforated like a piece of paper, lace to bring it down to weight, was easily recognized and the young racer was loudly cheered. At the Jericho turn, with Clement close behind, he seemed to be coming at full speed. There was a scramble to get out of the way of the big machine, and the turn in a wide arc and in less time than it takes to tell it the reckless young driver was shutting down in the stretch beyond the post office, running on the grass and a rim. Croker turned so wide that his rear wheel, slowing around, escaped the stone coping of a culvert at the turn by inches and the machine was in a moment in a triangle in front of the Jericho post office in making the straightaway he slewed again off the hard roadbed into a sand hole and lay there. The accident cost him nearly half an hour.

WARNED FROM THE AUTO.

Leon Strauss Says He Shouted to Mr. Wyman Before He Was Killed.

BOSTON, Oct. 8.—Leon Strauss, the Harvard student whose automobile caused the death of Arthur D. Wyman, a Harvard instructor, was in the District Court at Cambridge this morning, charged with manslaughter.

Roger C. Wells, instructor of chemistry at Harvard, who was with Mr. Wyman when the accident occurred, testified that he and Mr. Wyman stepped from the sidewalk to the pavement to avoid a pebbly walk and did not hear the machine coming. He also was knocked down, and on getting up saw Mr. Wyman lying on the pavement, with Mr. Strauss and three or four others around the body. Three other witnesses testified to hearing a warning sound and said that the machine was going at a slow rate.

Mr. Strauss testified that he saw Mr. Wyman and Mr. Wells within five or eight feet ahead of him and he shouted to them to get out of the way. He stepped to the left as he steered to the left. The right lamp struck them. He said he was going about eight miles an hour. The case was such that he felt he must take time to consider it. He would render his decision Monday morning.

The Weather.

The pressure remained high all over the Atlantic States yesterday, where the weather was generally fair. The low pressure from the West was moving eastward into the Lake regions, where the conditions were cloudy and showery. The storm had lost its force and was being dissipated. Fair weather settled over the country west of the Mississippi.

The temperature was highest over all the country, especially in the Lake regions and the Middle Atlantic States.

In this city the day was partly cloudy, with rain at night, and much warmer, with light westerly breeze, average humidity, 56 per cent, became southerly, corrected to sea level, at 8 A. M., 30.48; 3 P. M., 30.41.

The temperature yesterday, as recorded by the official thermometer, is shown in the annexed table:

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## FEATS OF DARING DRIVERS.

GABRIEL MOST WATCHED OF THE AUTO RACERS.

Frenchman Shows That His Reputation Is Deserved—Stevens Takes a Nervy Chance by Shooting His Big Mercedes Out the Grass by the Road.

The most watched driver in the race, in its early stages, at least, was the Frenchman, Fernand Gabriel, who piloted a De Dietrich car. His reputation as a fearless handler of a racing car had preceded him to this country. Gabriel lived up to his reputation yesterday, although not many saw him take chances.

He started in with a rush, and soon came to the sharp turn at Bethpage, about which much has been said, and where many had prophesied a fatal accident would occur. The turn didn't scare Gabriel a bit. He slackened pace, but went around at such a lively clip that he went far out and narrowly missed a flagpole.

At Queens is another sharp turn, and there Gabriel gave another exhibition of recklessness. Watchers say that he struck the curve while going at least thirty miles an hour. They thought it impossible for him to go around safely at the rate he was travelling, and there was a rush to get out of the way.

But Gabriel made the turn all right, although two wheels were off the road while he did it, and, with a grin, he put on full speed as he struck the straight road. Then for more than two hours he did nothing more startling than to run his car at a rate of 75 miles an hour in straight stretches of road until he left the starting line for the fifth time.

Ahead was S. B. Stevens's Mercedes, which had started two minutes before the Frenchman and was now almost a full circuit behind. Both raced along the Bethpage turn as fast as their strong motors would carry them, and little by little Gabriel cut down Stevens's lead. The two cars were abreast when they were a quarter of a mile from the sharp Bethpage turn, but there the road is narrow, and Gabriel, who was on the outside, did not dare to pass. Both kept up full speed until they were close to the curve, and then Gabriel saw that the other car was probably swinging wide and shut him off. At the last minute he jammed his brake on hard.

Stevens steered for the outer edge of the turn, and Gabriel, throwing his auto around at a right angle within a few feet, missed the back of the other machine by not more than six inches, ran along on the inner side of the turn on the grass and emerged on the straight road in the lead. It was as pretty and as nervy a piece of driving as has occurred since the start of the race. It was when machines passed at full speed that the most skill was shown, although there was absolutely no dust to bother the drivers. Stevens's car, a very old Wilhelm Werner had to stop at the side of the road about three miles east of Hempstead to make repairs. His motor was slow in getting started when he was able to resume, and before he had attained much speed along came A. Clement, Jr., who was running full tilt.

The road was very narrow, and Clement did some quick thinking. Then he took a chance and turned to the side, running along the grass. His machine was going perhaps a mile a minute, and the driver had no way of knowing where a gully, rut or ditch might be, but Clement levered his speed, and in a moment he jumped his machine back to the road in front of the Werner auto.

S. B. Stevens also showed plenty of daring. While he was running at top speed one of the tires on his front wheels dropped off. The tire rolled away from the machine and Stevens continued on without slackening speed, in spite of the fact that one of his wheels was running on the wooden rim. He swerved near Meadow Brook in one of the few sandy places on the course, but no harm was done and the driver reached the Hemstead control, where he got a new tire, almost as quickly as though he had been running a machine in perfect order.

All the way the wooden rim pounded the road at every rough spot, threatening at any moment to collapse.

Bids Asked for Wireless Telegraph Poles.

WASHINGTON, Oct. 8.—The Bureau of Construction of the Navy Department has asked for bids on twelve sectional wooden wireless telegraph poles for the proposed stations at Key West, San Juan, Panama and Colon. The poles will be 212 feet high—the tallest ever used in wireless operations in this country—and three will be installed at each of the stations named. It is expected that when equipped with the latest and most efficient wireless receiving apparatus a large field of action for each of the stations will be assured.

Movements of Naval Vessels.

WASHINGTON, Oct. 8.—The tug Pawnee has arrived at New York, the cruiser Detroit at Fajardo, the monitor Nevada at Annapolis, the supply ship Abasco at Lambert's Point, and the cruiser Cincinnati at Shanghai. The training ship Topeka has sailed from Tompkinsville, cruising, and the cruiser San Francisco has sailed from Singapore for Colombo.

In these days of adulteration it's comforting to know that one can always turn to the

John Jameson  
Irish Whiskey  
and get precisely what is wanted and a whiskey that can be taken on its merit.

Broadway.



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## Tailor-made Suits, Coats and Skirts for Women.

## TAILORED SUITS.

Regularly \$40.00. At \$29.50  
Suits of fine Panne Cheviot in black, blue or brown, the newest long coat model 42 inches long with vest; fancy braid trimmed and entirely new full plaited skirt. Sizes 32 to 44 inches.

## TAILORED SUITS.

Regularly \$35.00. At \$24.50  
Suits of fine cheviot in blue, black or brown, three entirely new models, long or short coat effects, trimmed with braid and velvet, with vest of cloth or velvet; also long coat models, three-quarter length, plain tailored, with stitched straps.

## TAILORED SUITS.

Regularly \$27.50. At \$18.50  
Tailored suits of fine cheviot in black, blue or brown. Long, double breasted or short coat model, with fancy braid and velvet trimmed vest.

## RAIN COATS.

Regularly \$25 to \$30. At \$18.50  
High grade Rain Coats of Gloria silk in various colors, or of superior Cravenetted cloth in oxford, tan or olive in a large variety of new styles from which to select. Sizes 32 to 44 for women, and sizes 14, 16 and 18 years for misses and small women.

## LONG EVENING COATS.

Regularly \$48.50. At \$35.00  
Of white broadcloth lined with satin, elaborately trimmed.

## Laces and Lace Robes.

LACES—Venice, Net, Cluny and Lierre laces in bands, appliques and flouncings, various widths.

Regularly 75c. to \$1.10. At 55c.  
Regularly \$1.25. At 75c.  
Regularly \$1.50 to \$1.75. At 95c.  
Regularly \$1.90 to \$2.50. At \$1.25

LACE ROBES—Of Chantilly-Applique, Lierre, Cluny or Spangled in black, white or cream.

Regularly \$75 to \$120. At \$60.00  
Regularly \$45 to \$65. At \$35.00  
Regularly \$20. At \$13.50

## Negligee Garments.

Long Kimonos of Japanese silk in exquisite designs, border in plain colors.

Regularly \$7.50. At \$5.50

Long Kimonos of French flannel in delicate shades of pink, blue or lavender with girle to match.

Regularly \$10.50. At \$7.95

Long Kimonos and Travelling Gowns of Albatross in pink, blue or lavender with hand embroidered border.

\$4.95, \$5.50, \$6.75, \$7.75  
Eiderdown Robes, in a most exhaustive variety of styles and effects. \$2.98, \$3.75, \$4.95, \$5.50, \$6.50, \$7.50, \$9.95

Eiderdown Sacques in various models and effects. 79c, 98c, \$1.25, \$1.50, \$1.98, \$2.50, \$2.98, \$3.75

## An Important Sale of Furs and Fur Garments.

Coats of Persian Lamb, 22 inches long, lined with fancy satin.  
Regularly \$100.00. At \$75.00

Stoles of Sable or Isabella Fox, two skins, lined with squirrel fur and finished with two real brushes.

Regularly \$22.50. At \$14.50

Muffs to match, two stripe.

Value \$16.00. At \$11.75

## An Important Sale of Waists for Women.

## THREE HUNDRED

Waists of wool Nun's Veiling, plaited model with silk embroidered front, colors include light blue, champagne, Nile, royal, white and black.

Regularly \$3.50. At \$2.15

## TWO HUNDRED

Waists of Velveteen in blue, black, brown, garnet, hunter's green; full plaited models.

Regularly \$4.00. At \$2.98

## TWO HUNDRED AND FIFTY

Silk Waists of Taffeta, Peau de Soie, Peau de Cygne, in black and a variety of colors. The models are new and diversified.

Regularly \$6 to \$7.50 At \$3.90

## LONG EVENING COATS.

Regularly \$55.00. At \$42.50  
Coats of fine black broadcloth elaborately trimmed with braid, two models with cape and dolman sleeves or with braided yoke and full puffed sleeves.

Also, with elaborate braided collar and stole. Regularly \$50.00. At \$39.50

## SEPARATE SKIRTS.

Pedestrienne Skirts in a variety of new plaited models, with small, medium or large band, will be offered at the following very special prices:

Skirts of Cheviot in black, blue or brown.

Regularly \$7.50. At \$5.90

Skirts of wool Panama cloth, heavy weight.

Regularly \$11.50. At \$7.90

Skirts of Black Voile over silk drop, thirty-five gore box plaited model.

## PEDESTRIENNE LENGTH.

Regularly \$25.00. At \$17.50

## DRESS LENGTH.

Regularly \$30.00. At \$21.50

We also maintain an extensive variety of Evening Coats of Lace, Silk or Cloth, representing exclusive imported models and our own adaptations and copies of them in white, black and all prevailing evening shades. \$45.00 to \$395.00.

Coats of Tan Convert cloth, medium and long models, loose, semi or tight fitting effects, \$10.00 to \$29.50.

## Suits &amp; Coats for Misses.

## LONG COAT SUITS

In a number of new models and a variety of plain and fancy fabrics. Sizes 12 to 16 yrs.

Regularly \$15.00. At \$9.75

Regularly \$17.50. At \$12.00

## DRESSES.

Two-piece blouse models of wool serge, in blue, black or brown, braid trimmed, silk emblem. Sizes 6 to 14 years.

Regularly \$5.00. At \$3.50

## FANCY COATS.

Of Mat Cheviot in black, blue or brown, an entirely new model. Sizes 12 to 18 years.

Regularly \$14.50. At \$9.75

## Sale of Silks &amp; Broadcloths.

## BROADCLOTHS.

Regularly \$1.75. At \$1.10

Fifty-two inches wide in black and all the new fall shades, greens and browns predominating. Even after it is shrunk and sponged (which we will do without charge), this broadcloth retains its natural brilliancy and gloss.

Value 75c. MESSALINE SILKS. At 49c  
In White, Cream or Black, soft and brilliant, 19 inches wide.

Value 75c. CREPE DE CHINE. At 49c  
Twenty-four inches wide in a full variety of colors, black, cream and white.

## A Sale of Linens.

Hemstitched Damask Scarfs, a collection of samples, strictly all linen, in a pleasing variety of new designs, some with fancy openwork centres.

Regularly \$1.25, \$1.50, \$1.75. Special at 85c.

Table Cloths of heavy Scotch Damask in new designs.

68x72, Value \$2.25. At \$1.85  
68x90, Value \$2.75. At \$2.35  
68x108, Value \$3.25. At \$2.85

Table Napkins to match. Value \$3.50 per doz. At \$2.75

Table Cloths, all linen, hemmed, ready for service.

Size 60x80, Value \$1.65. At \$1.25  
Size 60x94, Value \$1.85. At \$1.50

Table Napkins, all linen, excellent designs. Size 22x22. Value \$1.85 per doz. At \$1.45  
Value \$2.00 per doz. At \$1.65  
Size 24x24. At \$2.75

Linen Huck Towels, large size, hemstitched, heavy weight, damask borders. Value 30c. At 23c

Table Damask, all linen, heavy weight, excellent designs. 66 in. wide, Value 65c. At 48c  
72 in. wide, Value \$1.25. At 89c

Scarfs of Cluny lace, beautiful designs in lace borders and insertions; size 18x54. Value \$4.00. At \$2.98

Hemstitched Squares, all linen, in new designs of Japanese drawn work; size 20x20. Value 75c. At 59c

## Ribbons.

Regularly 28c. At 19c